

RESOLUTION NO. _____

A RESOLUTION OF THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, SUPPORTING THE TRI-RAIL COASTAL LINK (TRCL) COMMUTER RAIL SERVICE AND A COMMITMENT TO ONLY STUDY A MEANS FOR PROVIDING THE LOCAL SHARE OF FUNDING FOR CAPITAL AND OPERATING COSTS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) Railway has historically operated passenger rail service along Florida's east coast, and many South Florida municipalities developed around its passenger stations; and

WHEREAS, large portions of the population and businesses within the South Florida region are concentrated within those municipalities where roadway traffic congestion is now degrading the quality of life for residents and is stifling the growth of trade and commerce; and

WHEREAS, commuter rail service would help mitigate the worsening traffic congestion, improve air quality and reduce fuel consumption in an environmentally sustainable manner; and

WHEREAS, municipalities along the FEC rail corridor are actively redeveloping their downtown centers which straddle the rail corridor and desire transit oriented development (TOD), which generally accompanies rail stations, (See Presentation Exhibit "A"); and

WHEREAS, commuter rail service would provide jobs, expand the tax base and increase revenues to strengthen our local and regional economies while providing improved access to job opportunities and greater mobility for transit dependent members of the community; and

WHEREAS, municipal leaders are cognizant of the need to provide local funding for the capital and operating costs of commuter rail service within their jurisdictions, and are considering several different means of providing this local funding for the commuter rail service currently under evaluation; and

WHEREAS, the City of North Miami commits to work with representatives of the Florida Department of Transportation and the South Florida Regional Transportation Authority to only study and develop a plan to fund both capital and operating costs for the local portion of the commuter rail service under the jurisdiction of the City; and

WHEREAS, no city funds will be used to study, develop or operate any portion or for any aspect of a Tri-Rail Coastal Link Commuter Rail Service in the City.

NOW THEREFORE, BE IT DULY RESOLVED BY THE VICE MAYOR AS ACTING MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA:

Section 1. Recitals. The recitals stated above are adopted by reference and confirmed.

Section 2. Support of Vice Mayor as Acting Mayor and City Council. The Vice Mayor as Acting Mayor and City Council of the City of North Miami, Florida, hereby support a commuter tri-rail service along FEC rail corridor.

Section 3. Direction to City Clerk. The City Clerk is hereby directed to transmit a copy of this Resolution to all South Florida municipalities, the Florida League of Cities, Inc., and the Board of Commissioners of Miami-Dade County.

Section 4. Effective Date. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED by a _____ vote of the Vice Mayor as Acting Mayor and City Council of the City of North Miami, Florida, this _____ day of June 2014.

PHILIPPE BIEN-AIME
VICE MAYOR AS ACTING MAYOR

ATTEST:

MICHAEL A. ETIENNE, ESQ.
CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

REGINE M. MONESTIME
CITY ATTORNEY

SPONSORED BY: CITY ADMINISTRATION

Moved by: _____

Seconded by: _____

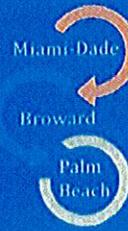
Vote:

Vice Mayor as Acting Mayor Philippe Bien-Aime
Councilperson Scott Galvin
Councilperson Carol Keys, Esq.
Councilperson Marie Erlande Steril

_____ (Yes) _____ (No)
_____ (Yes) _____ (No)
_____ (Yes) _____ (No)
_____ (Yes) _____ (No)

Tri-Rail Coastal Link

Getting Southeast Florida To Work



The Tri-Rail Coastal Link (TRCL) project is a regional partnership to bring commuter rail service to 85 miles of the Florida East Coast (FEC) Railway corridor between Downtown Miami and northern Palm Beach County. The TRCL project has been desired by communities along the FEC corridor for many years, as it would provide economic development and mobility benefits for local residents, businesses, and visitors. (The project has previously been known as the South Florida East Coast Corridor Study and the “Northeast Corridor” in Miami-Dade County’s People’s Transportation Plan).

TRCL is one of two currently proposed projects that would bring new passenger rail service to the FEC corridor. The other is All Aboard Florida, which is a planned inter-city service along the FEC between Downtown Miami and Orlando. All Aboard Florida is a privately funded initiative that would have only four stations along its 240 mile route. In contrast, TRCL is a public project that would have 20 or more stations throughout South Florida, including six in Miami-Dade County. The six TRCL stations planned in Miami-Dade County include one each in Aventura, North Miami Beach, and North Miami, and three within the City of Miami.

After many years of study, TRCL is now entering the Federal Transit Administration (FTA) Project Development phase. A key component of this two year phase is the development of a financial plan. The South Florida Regional Transportation Authority (SFRTA) is leading the development of the TRCL financial plan in close coordination with the Florida Department of Transportation (FDOT). One or more new regional dedicated funding sources will be sought for the TRCL project. The new dedicated funding source(s) would need to fund the 25% “local” share of the TRCL project’s capital costs and 100% of its ongoing operations and maintenance costs. SFRTA and FDOT will be working closely with local municipalities and the region’s three metropolitan planning organizations (MPOs) over the next two years on various TRCL project components, including the identification of potential new dedicated funding sources as part of the financial plan.

At a recent meeting of the Miami-Dade MPO Governing Board, Chairwoman Rebecca Sosa asked whether cities along the TRCL route were supportive of the project and were aware that future local/regional funding would be required. Chairwoman Sosa requested that the TRCL project team reach out to cities to confirm local support for the project and confirm the need to coordinate with SFRTA and FDOT to identify and pursue new regional dedicated funding.

The enclosed resolution is intended to demonstrate the City of North Miami’s support for the TRCL project and acknowledgement that ongoing financial plan coordination with SFRTA and FDOT will need to occur. The resolution does not obligate any city funds to the TRCL project, but rather is a commitment to work with SFRTA and FDOT to explore potential new regional dedicated funding sources.

April 17, 2014

Tri-Rail Coastal Link Project Update



Tri-Rail Coastal Link

- Broward Metropolitan Planning Organization
- Florida Department of Transportation
- Miami-Dade Metropolitan Planning Organization
- Palm Beach Metropolitan Planning Organization
- Southeast Florida Transportation Council
- South Florida Regional Planning Council
- South Florida Regional Transportation Authority
- Treasure Coast Regional Planning Council



Presented to:
City of North Miami

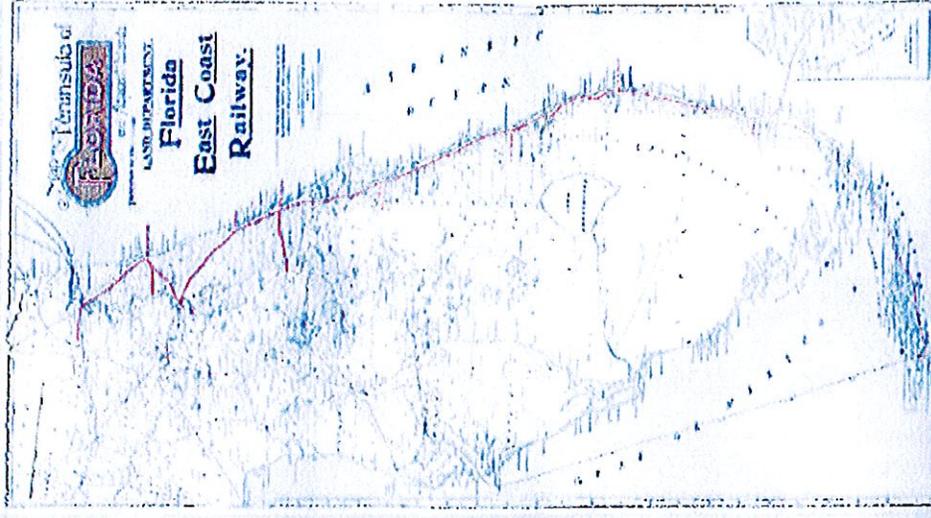
Getting Southeast Florida to Work



FEC Corridor and Project History



- 1896 – Henry Flagler extends FEC Railway to Miami
- 1968 – Passenger rail service on FEC discontinued
- 1980's – FEC considered as alignment for Tri-Rail service, but railroad ownership not interested at the time
- 1989 – New Tri-Rail commuter rail service begins on CSX RR corridor
- 1990's & Early 2000's – Studies conducted by various agencies for new rail transit service on FEC RR corridor



FEC Corridor and Project History (continued)



- 2004 – Request to fold various studies into a regional, tri-county study of the 85 mile FEC corridor, *South Florida East Coast Corridor (SFECC) Study*, to be led by FDOT
- 2012 – FEC Industries announces plans for “*All Aboard Florida*”, a private inter-city passenger service between Miami & Orlando
- May 2013 – Multi-agency *Memorandum of Understanding* approved; project name changed to “*Tri-Rail Coastal Link*”
- December 2013 – Miami-Dade, Broward and Palm Beach MPOs all approve *Tri-Rail Coastal Link* project to move into the Federal Transit Administration (FTA) *Project Development* phase

Tri-Rail Coastal Link

Getting Southeast Florida To Work



Tri-Rail Coastal Link (TRCL) and All Aboard Florida (AAF) Rail Projects

Tri-Rail Coastal Link – Commuter Rail Service

- **Commuter Passenger Rail**
 - 25+ round-trip trains per day
 - Commuters and local travelers
 - Miami to Jupiter
 - 85 miles with potential for Phased Implementation
 - Integrated with Tri-Rail
 - Station spacing at 2-5 miles
 - Funding programmed for Project Development phase only

All Aboard Florida – Intercity Passenger Rail Service

- **Intercity Passenger Rail**
 - 16 round-trip trains per day
 - Tourists and regional travelers
 - 240 miles from Miami to Orlando
 - 3 Stations in Tri-County area
 - Privately funded

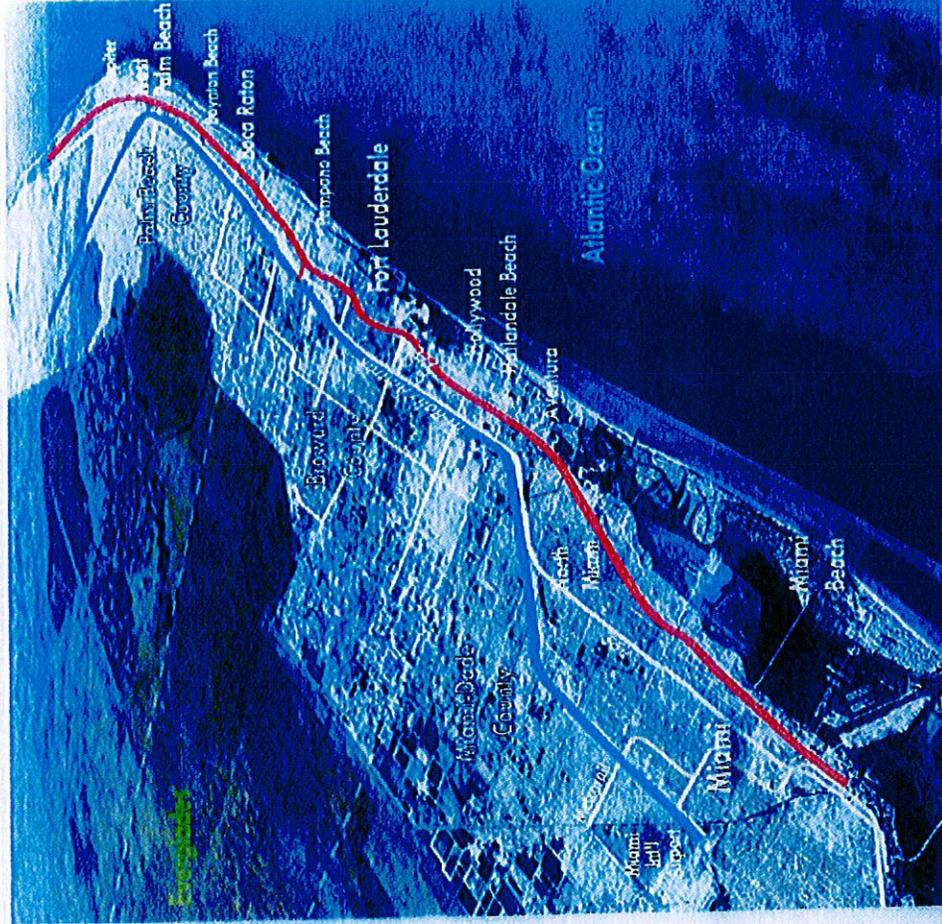
Ongoing Coordination with FECL / AAF on both projects



Southeast Florida's Regional Core



- The region's ***economic*** core
 - 1 million jobs
 - 1.5 million people
 - Multiple downtowns
 - 3 international airports, 3 seaports
 - Extensive rail, truck, and marine freight
- The region's ***transportation*** core
 - 3 million trips per day comprise 17% of the region's travel
 - Ridership growing on existing transit services
 - Roadways at capacity; limited opportunities for expansion

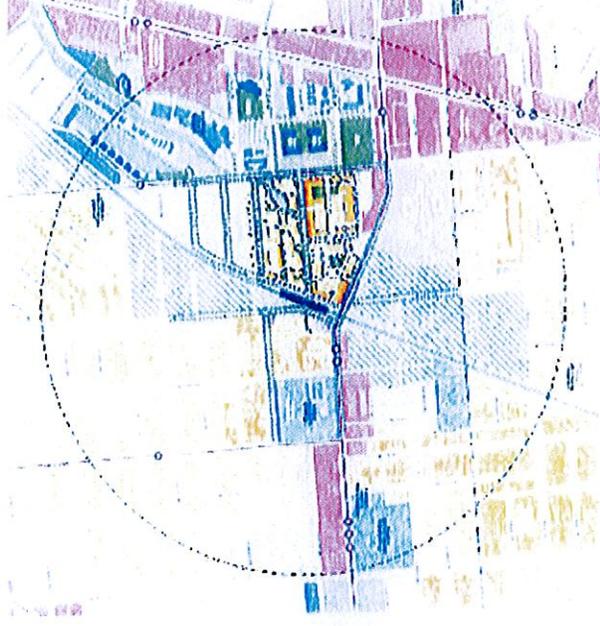




TRCL Market & Economic Analysis Results



- \$1.4 Billion of Projected New Development Due to Tri-Rail Coastal Link
 - \$580 Million of new residential development
 - 5,500 new residential units
 - \$850 Million of new commercial development
 - 8.3 Million square feet
 - \$18 Million of new tax revenue
- Other Projected Economic Benefits
 - \$630 Million of overall economic output
 - \$250 Million of labor income
 - 28,000 new permanent jobs



Source: Station Area Market & Economic Analysis Report, June 2013; SFRTA



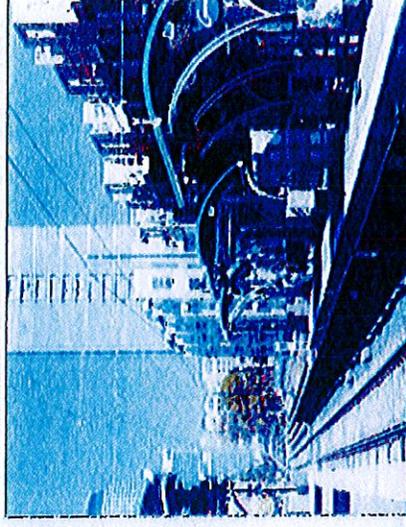
- Extensive station area planning and municipal outreach efforts

- Connectivity to major highways and bus routes
- Favorable land use planning
- 163rd St station located within the CRA
- *Station Refinement Report* sent to cities for review and input

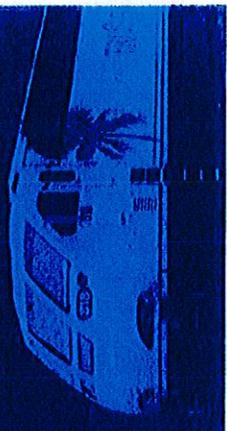


- Improved travel times for city residents and employees

- to/from Downtown Miami - 25 minutes
- to/from Midtown/Design District - 18 minutes
- to/from Downtown Ft Lauderdale – 27 minutes



Recent Activities



- **Railroad Corridor access**
 - FDOT and SFRTA continuing negotiations with FECI / AAF
 - Focused on access fees, shared capital and operating components
 - Coordinating to share costs of stations, track, and maintenance facility
- **Federal TIGER Grant**
 - \$13.8 million to FDOT, SFRTA, FEC & CSXT for the Railroad Connectors between the FEC and the South Florida Rail Corridor (CSX)
 - Allows for freight movement and integration of future passenger service (TRCL and Amtrak) between both rail corridors
 - Grant award announced in September 2013; construction to start in 2014



Capital cost

- \$720 to \$800 million (2013\$)
 - Assumes AAF service in place prior to TRCL
 - Includes use of current SFRTA fleet and an allowance for additional vehicles
 - Anticipated capital cost split: 50% federal, 25% state, 25% local

Operations and Maintenance (O&M) cost

- Annual incremental cost of \$33 to \$38 million (2013\$)
 - Cost is incremental to existing Tri-Rail service
 - Excludes corridor access fees (under negotiation)
 - Excludes reductions due to farebox revenue, advertising, federal formula funds, etc.

Recommended Capital Funding Approach



Tri-Rail Coastal Link

Estimated Capital Cost: \$720M-\$800M (2013 dollars)

Federal @ 50%	FTA New Starts Grant and/or MPO Funds
State @ 25%	FDOT SIS, Rail Enterprise, etc.
Local @ 25%	SFRTA New Regional Funding Source



O&M Funding Approach



Tri-Rail
Coastal Link

Estimated
Incremental
O&M Costs:
\$33M-\$38M

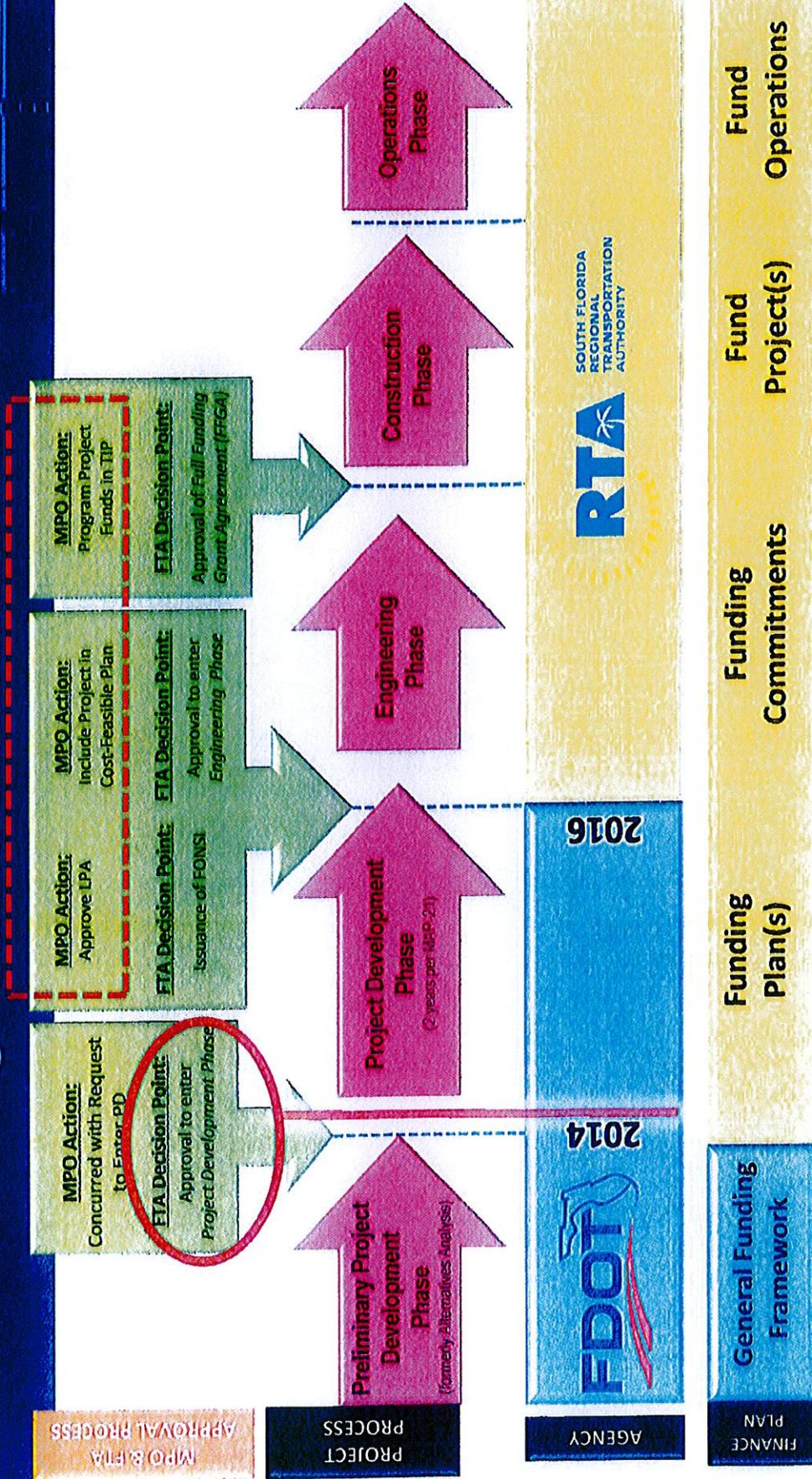
Local @
100%

New Regional
Funding Source

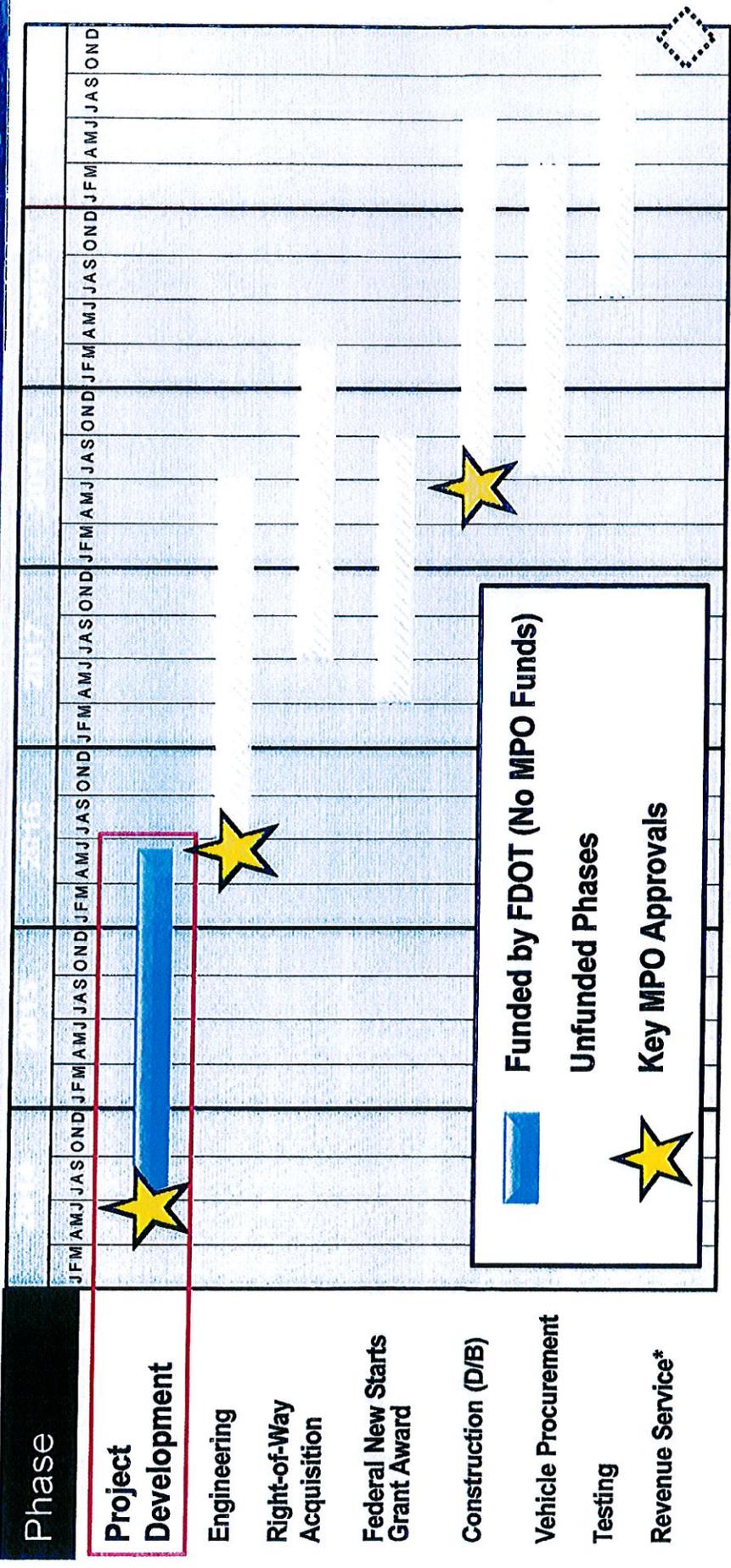
O&M costs would be partially offset by farebox revenue, advertising, federal formula funds, etc.



Project Process and Agency Roles



Anticipated Project Schedule with Federal New Starts Funding



*Revenue service date shown assumes timely funding of unfunded phases.

Next Steps

- **Request to Enter FTA Project Development Phase**
 - Complete environmental analysis and preliminary engineering
 - Follow NEPA requirements and analyze environmental data
 - Hold public workshops and public hearings
 - Select Locally Preferred Alternative (LPA)
 - Develop preliminary engineering plans and costs
- **Develop Financial Plan**
 - Investigate new regional / local dedicated funding sources

Project Development and Financial Plan activities will involve extensive coordination with cities & towns in 2014 and 2015



MPO Board Updates



- Updates to MPOs throughout the Project Development Phase
 - Engage elected officials in developing the financial plan
 - Progress of financial planning, cost updates, funding sources
- Miami-Dade MPO especially interested in financial planning details and whether the cities support the TRCL project
- Resolutions of Support from cities & various other bodies

Tri-Rail Coastal Link

Getting Southeast Florida To Work



For additional information, please visit us at...
www.Tri-RailCoastalLink.com

